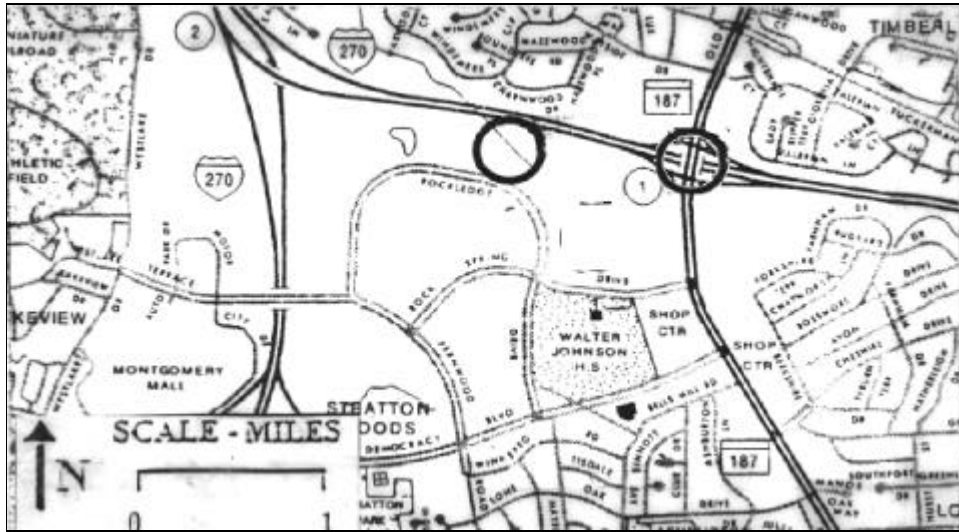


STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 1
INTERSTATE CONSTRUCTION PROGRAM


PROJECT: I-270 (East Spur)

DESCRIPTION: Construct a new interchange on I-270 (east segment) at the Rockledge Drive Connector, and upgrade the interchange at MD 187.

JUSTIFICATION: Interchange modifications will improve traffic operations while increasing accessibility to the Rockspring Business Park. MD 187 (Old Georgetown Road) interchange modifications will improve traffic operations while increasing accessibility to the southwest quadrant of the interchange and I-270.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 I-270/I-270 spur, Interchanges at Democracy Blvd. and Westlake Terrace (formerly Fernwood Road) (Construction Program)
 I-270/I-495 to Frederick, Advanced Traffic Management System(System Preservation Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year. The cost shown does not include Developer funding.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$9.1 million is based on scope changes and contributions from the developer and county. Construction was delayed from FY00 to FY01 due to developer participation / coordination issues and the interdependence of the two contracts.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	293	0	0	0	0	NHS
CO	1252	3505	5031	5235	5465	CMAQ/HPP

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,627	1,200	427	0	0	0	0	0	427
Right-of-way	852	476	376	0	0	0	0	0	376
Construction	26,267	0	1,605	4,494	6,450	6,712	7,006	0	26,267
Total	28,746	1,676	2,408	4,494	6,450	6,712	7,006	0	27,070
Federal-Aid	21,153	371	1,545	3,505	5,031	5,235	5,466	0	20,782

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 113,575

PROJECTED (2020) - 177,000

OPERATING COST IMPACT: \$4,000 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-270 (West Spur)

DESCRIPTION: Reconstruct and upgrade the I-270 Spur interchange at Democracy Boulevard and construct a new interchange at Westlake Terrace (formerly Fernwood Road).

JUSTIFICATION: Democracy Boulevard interchange modifications will improve traffic operations. Providing a new partial interchange with Westlake Terrace and the I-270 Spur will improve access to this developing area of Montgomery County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 I-270 Spur, Interchange of Rockledge Connector & MD 187 (Construction Program)
 I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)

STATUS: Montgomery County participated in Project Planning cost. Final Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	2802	3994	4245	3866	IM

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,728	1,728	0	0	0	0	0	0	0	0
Engineering	1,467	817	650	0	0	0	0	0	650	0
Right-of-way	161	9	152	0	0	0	0	0	152	0
Construction	19,110	0	0	3,592	5,121	5,442	4,955	0	19,110	0
Total	22,466	2,554	802	3,592	5,121	5,442	4,955	0	19,912	0
Federal-Aid	16,242	1,217	119	2,802	3,994	4,245	3,865	0	15,025	0

FUNCTION :

STATE - Primary Arterial

FEDERAL - Interstate

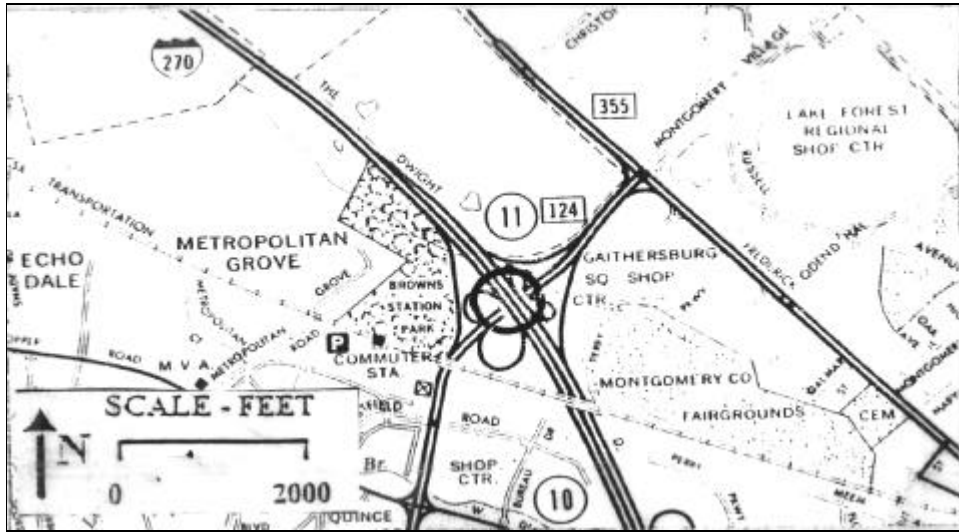
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 118,675

PROJECTED (2020) - 177,000

OPERATING COST IMPACT: \$3,000 per year



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: At MD 124, interchange improvements; close the I-270 southbound to MD 124 eastbound loop ramp and modify the I-270 southbound at MD 124 westbound ramp. Includes park and ride lot.

JUSTIFICATION: This project will eliminate a hazardous weave situation on the Interstate and provide needed park and ride spaces in the Gaithersburg area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, MD 117 Interchange (Construction Program)
 I-270/US 15, Shady Grove Metro to north of Biggs Ford Road (D&E Program)
 I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)
 I-270 Interchange at Watkins Mill Road (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	366	366	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,575	1,687	2,888	0	0	0	0	0	2,888	0
Total	4,941	2,053	2,888	0	0	0	0	0	2,888	0
Federal-Aid	4,087	1,488	2,599	0	0	0	0	0	2,599	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 136,832

PROJECTED (2020) - 222,200

OPERATING COST IMPACT: N/A



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new northbound to eastbound ramp and construct a park and ride lot inside the loop of the new northeast quadrant of the I-270/MD 117 interchange and the associated widening of MD 117 necessary to allow MD 117 to operate at an acceptable level-of-service.

JUSTIFICATION: This project will provide much needed park and ride spaces in the Gaithersburg area and provide access to Olde Towne Gaithersburg with a new northbound to eastbound movement at the I-270/MD 117 interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, MD 124 Interchange (Construction Program)
 MD 117, Great Seneca Park to I-270 (D&E Program)
 I-270/US 15 Shady Grove Metro to North of Biggs Ford Road (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$1.7 million is based on a more refined engineers estimate and an increase in hot mix asphalt prices.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	641	2259	2961	181	NHS/CMAQ

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	688	388	150	150	0	0	0	0	300	0
Right-of-way	955	13	695	47	200	0	0	0	942	0
Construction	7,746	0	0	821	2,897	3,796	232	0	7,746	0
Total	9,389	401	845	1,018	3,097	3,796	232	0	8,988	0
Federal-Aid	6,524	272	105	746	2,259	2,961	181	0	6,252	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

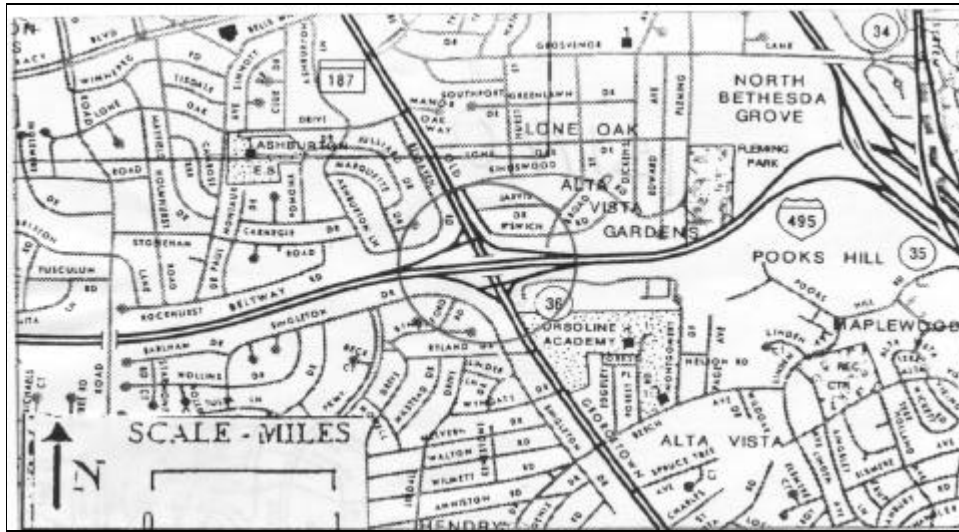
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 130,300 (I-270)

PROJECTED (2020) - 224,600 (I-270)

OPERATING COST IMPACT: \$5,000 per year

**PROJECT:** I-495, Capital Beltway**DESCRIPTION:** Replace Bridge 15115 over MD 187.**JUSTIFICATION:** This project will replace the existing deteriorating bridge.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, Rockledge Drive Connector and MD 187 (Construction Program)
 I-270 / I-495 to Frederick, Advanced Traffic Management System (Systems Preservation Program)
 I-495 / I-95, Corridor Transportation Study (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1467	1598	0	0	BR

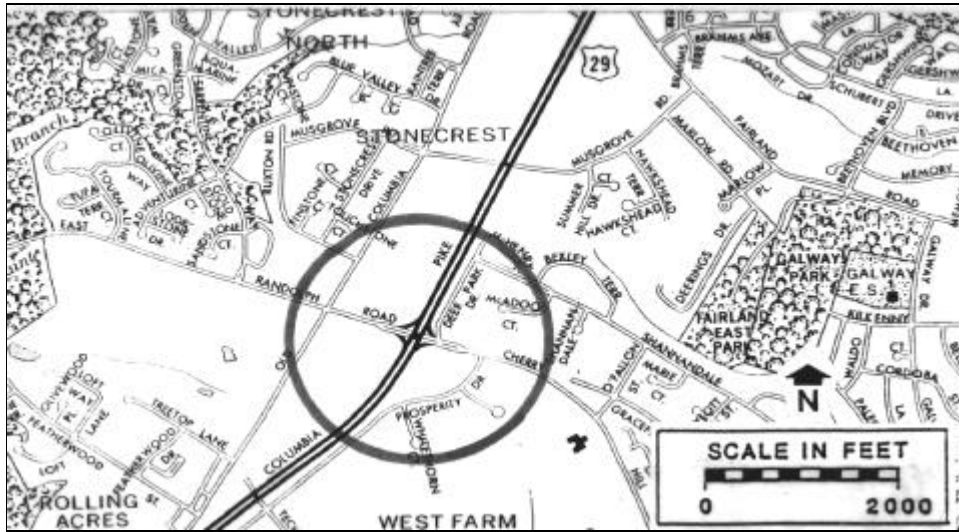
STATUS: Final Engineering underway. Construction to begin during budget fiscal year.**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** Added to the Construction Program.**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	258	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,336	0	0	2,075	2,261	0	0	0	4,336	0
Total	4,694	258	100	2,075	2,261	0	0	0	4,436	0
Federal-Aid	3,316	181	70	1,467	1,598	0	0	0	3,135	0

FUNCTION :**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM :** Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (1999) -** 239,700**PROJECTED (2020) -** 291,000**OPERATING COST IMPACT:** N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new interchange at Randolph Road. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvements Program (Construction Program)

East/West Link Improvements (D&E Program)

US 29, Interchanges (Construction and D&E Programs)

MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$15.4 million is based on a change in scope which includes interchange modifications, US 29 shift, additional hot mix asphalt cost and landscaping.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	840	0	0	0	NHS
RW	2574	828	1842	1830	0	NHS
CO	0	9872	16682	25028	10988	HPP/NHS

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,458	258	1,000	1,200	0	0	0	0	2,200	0
Right-of-way	9,099	31	3,300	1,061	2,361	2,346	0	0	9,068	0
Construction	39,831	0	0	3,178	13,727	15,932	6,994	0	39,831	0
Total	51,388	289	4,300	5,439	16,088	18,278	6,994	0	51,099	0
Federal-Aid	39,887	205	3,274	4,146	12,549	14,257	5,456	0	39,682	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

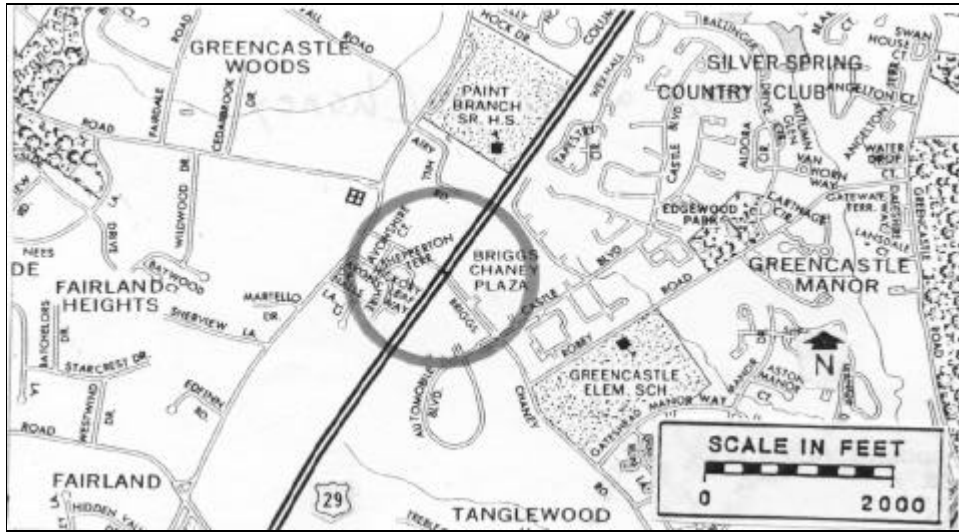
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 67,000

PROJECTED (2020) - 96,550

OPERATING COST IMPACT: \$7,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road. Sidewalks will be included as appropriate.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvements (D&E Program)
 US 29, Interchanges (Construction and D&E Programs)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	490	700	622	70	0	NHS
RW	0	78	2496	2886	981	NHS
CO	0	0	0	4098	14281	NHS

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	889	100	0	0	2,689	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	8,258	0
Construction	27,881	0	0	0	0	5,254	9,015	9,294	23,563	4,318
Total	38,848	20	700	1,100	4,089	9,054	10,273	9,294	34,510	4,318
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	26,702	3,368

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

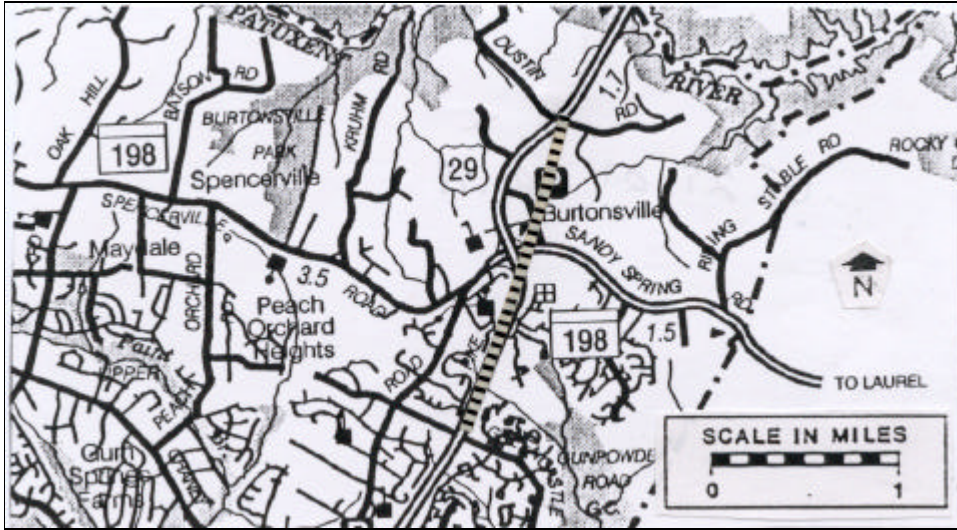
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 57,300

PROJECTED (2020) - 92,900

OPERATING COST IMPACT: N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at MD 198/ Blackburn Road. Direct bus service ramps to and from the Burtonsville Park and Ride Lot will be included. Sidewalks will be included as appropriate. Wide curb lanes on MD 198 will accommodate bicycles.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvements (D&E Program)
 US 29, Interchanges (Construction and D&E Programs)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	840	70	0	0	NHS
RW	1170	670	1560	4856	0	NHS
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,366	66	1,000	1,200	100	0	0	0	2,300	0
Right-of-way	11,423	839	1,500	859	2,000	6,225	0	0	10,584	0
Construction	42,058	0	0	2,219	9,988	14,019	15,832	0	42,058	0
Total	55,847	905	2,500	4,278	12,088	20,244	15,832	0	54,942	0
Federal-Aid	10,566	700	1,870	1,510	1,630	4,856	0	0	9,866	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

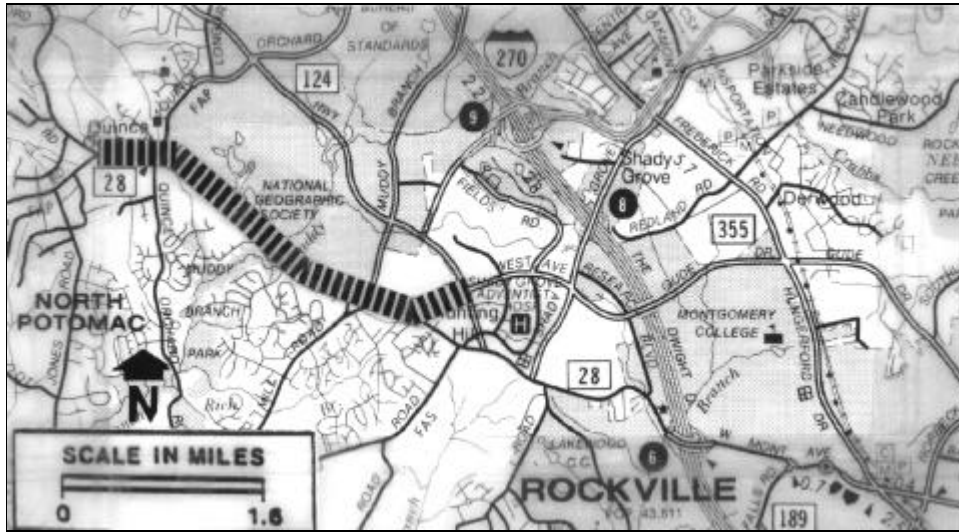
CURRENT (1999) - 46,800

PROJECTED (2020) - 78,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 9

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 28, Darnestown Road

DESCRIPTION: Upgrade MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway) (3.36 miles). A 6 lane section will be provided from Muddy Branch Road to MD 119. Sidewalks will be included as appropriate. A separate bicycle/pedestrian facility will be included on the north side of MD 28, from MD 119 (Great Seneca Highway) to Owens Glen Way. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This roadway will serve a rapidly developing portion of Montgomery County. The improvement will relieve existing congestion on MD 28.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1686	8049	9583	0	0	STP

STATUS: Final Engineering, Right-of-way and utilities underway. Construction for roadway segment from Riffle Ford Road to MD 119 (Great Seneca Highway) to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$1.5 million is due to the addition of form liners to the existing noise walls.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	
Planning	948	948	0	0	0	0	0	0	0
Engineering	5,215	4,915	300	0	0	0	0	0	300
Right-of-way	9,845	5,624	4,221	0	0	0	0	0	4,221
Construction	24,148	0	2,108	10,061	11,979	0	0	0	24,148
Total	40,156	11,487	6,629	10,061	11,979	0	0	0	28,669
Federal-Aid	22,968	3,440	1,896	8,049	9,583	0	0	0	19,528

FUNCTION :

STATE - Minor Collector

FEDERAL - Other Principal Arterial

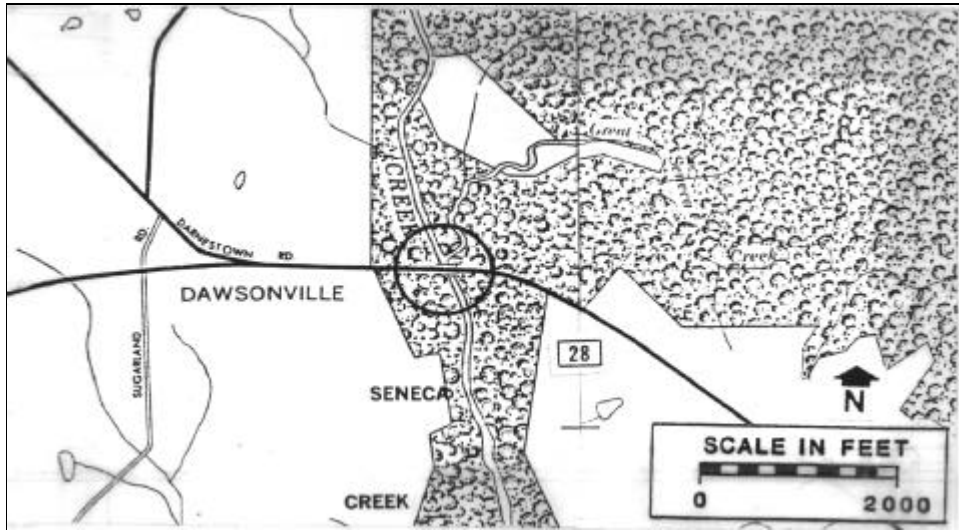
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 33,475

PROJECTED (2020) - 55,900

OPERATING COST IMPACT: \$8,300 per year



PROJECT: MD 28, Darnestown Road

DESCRIPTION: Replaced Bridge 15002 and approach roads over Seneca Creek.

JUSTIFICATION: The existing bridge and approaches are subject to flooding which results in road closures.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	358	0	0	0	0	0	0	0	0
Right-of-way	131	77	54	0	0	0	0	0	54	0
Construction	4,321	3,501	820	0	0	0	0	0	820	0
Total	4,810	3,936	874	0	0	0	0	0	874	0
Federal-Aid	251	251	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

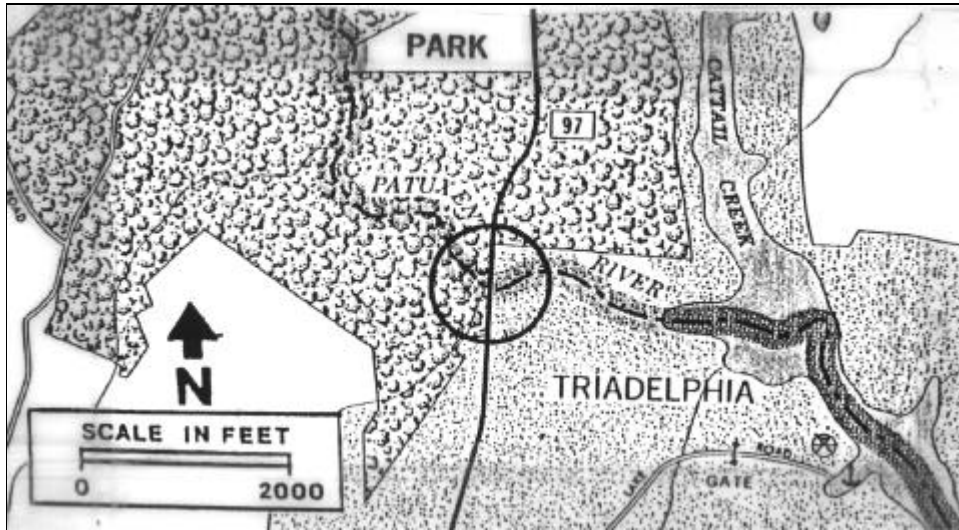
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 14,250

PROJECTED (2020) - 27,500

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Roxbury Mills Road

DESCRIPTION: Replace Bridge 13038 over the Patuxent River.

JUSTIFICATION: This project replaced the existing deteriorating bridge.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	781	781	0	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0	0
Construction	2,468	2,002	466	0	0	0	0	0	466	0	0
Total	3,284	2,818	466	0	0	0	0	0	466	0	0
Federal-Aid	27	27	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

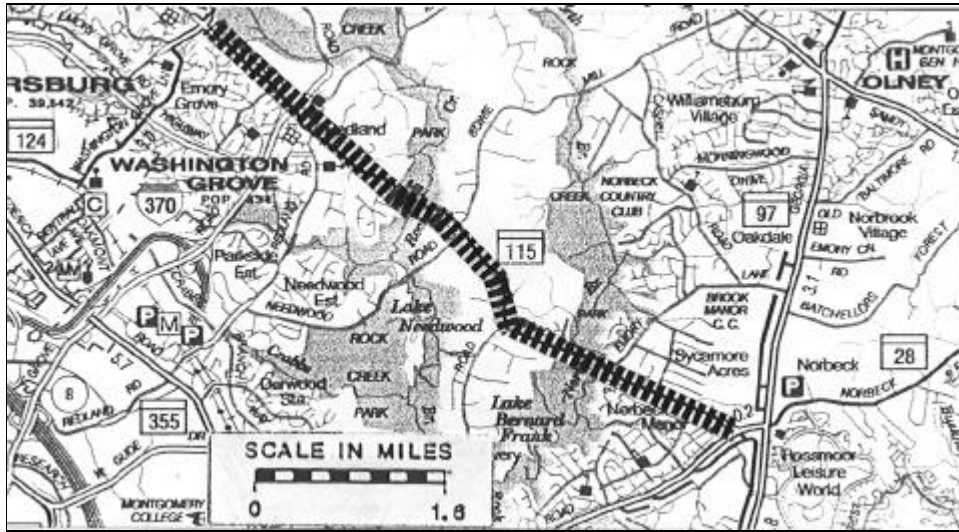
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 10,500

PROJECTED (2020) - 18,000

OPERATING COST IMPACT: N/A



PROJECT: MD 115, Muncaster Mill Road

DESCRIPTION: Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements.

JUSTIFICATION: MD 115 experiences a high number of accidents and several intersections are identified as high accident intersections. MD 115 has poor vertical and horizontal curves and sight distance problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
 East / West Link Improvement (D&E Program)
 MD 97 / MD 28 Interchange Improvement (D&E Program)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin in budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	0	300	750	450	0	0	0	1,500	0
Right-of-way	2,499	0	0	10	500	1,000	989	0	2,499	0
Construction	6,000	0	0	0	0	3,020	2,596	384	6,000	0
Total	9,999	0	300	760	950	4,020	3,585	384	9,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

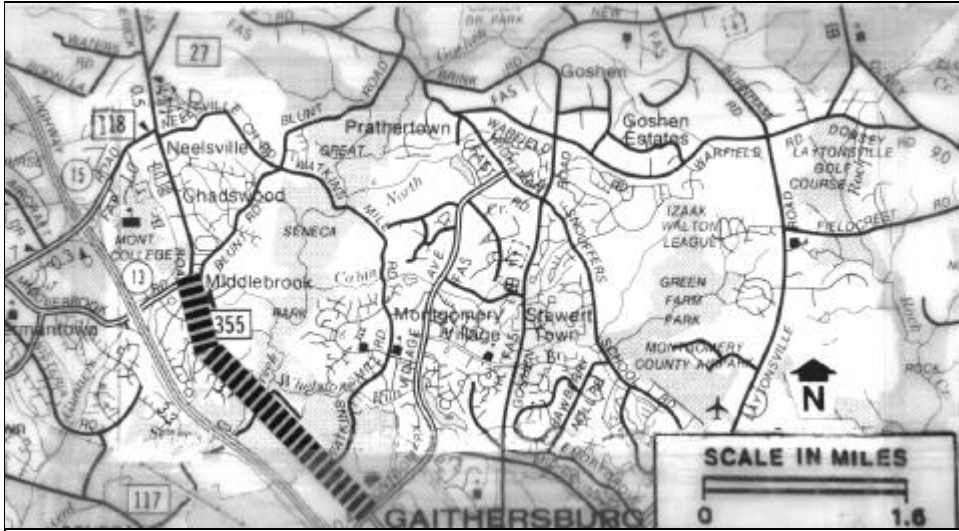
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 17,000

PROJECTED (2020) - 26,050

OPERATING COST IMPACT: N/A



PROJECT: MD 355, Frederick Avenue

DESCRIPTION: Reconstructed MD 355 to a 6 lane divided highway from MD 124/ Montgomery Village Avenue to Middlebrook Road (2.56 miles). Sidewalks were included as appropriate. A separate off-road bicycle/pedestrian facility was included along the west side of MD 355 for the entire length of the project. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This roadway serves rapidly developing areas of Gaithersburg and Germantown. The improvement relieved congestion on MD 355.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvements (D&E Program)
 I-270, MD 124 Interchange (Construction Program)
 I-270, Interchange at Watkins Mill Road (D&E Program)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	1,054	1,054	0	0	0	0	0	0	0	0	0
Engineering	3,957	3,957	0	0	0	0	0	0	0	0	0
Right-of-way	10,503	10,503	0	0	0	0	0	0	0	0	0
Construction	19,463	19,309	154	0	0	0	0	0	154	0	0
Total	34,977	34,823	154	0	0	0	0	0	154	0	0
Federal-Aid	30,070	29,917	153	0	0	0	0	0	153	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

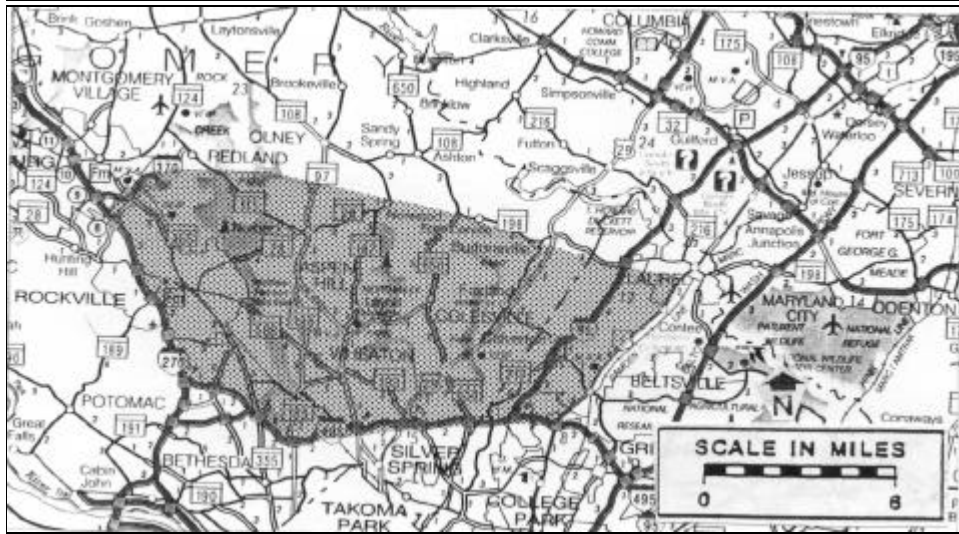
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,200

PROJECTED (2020) - 74,800

OPERATING COST IMPACT: \$18,700 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 14
SECONDARY CONSTRUCTION PROGRAM


PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access will be considered.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Construction and D&E Programs)
 I-270, East & West Spur Interchanges (Construction Program)
 MD 115, MD 28 to MD 124 (Construction Program)
 East-West Link Improvements (D&E Program)
 MD 355, Randolph/Montrose Roads (D&E Program)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$4.6 million is based on refined project scopes and reduced right-of-way requirements.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	140	420	490	0	0	STP
RW	0	2394	0	0	0	STP
CO	9894	2989	0	14511	16782	STP/CMAQ

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	10,011	4,808	1,924	1,815	1,319	145	0	0	5,203	0
Right-of-way	10,832	1,138	5,335	235	3,067	1,057	0	0	9,694	0
Construction	55,933	1,809	11,277	3,789	195	19,886	18,977	0	54,124	0
Total	77,773	8,752	18,536	5,839	4,581	21,088	18,977	0	69,021	0
Federal-Aid	53,142	2,737	13,029	3,383	2,801	16,389	14,803	0	50,405	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Year 2000 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 28	Norbeck Road; MD 97 to Whitehaven Road; resurface	328	Completed
2	MD 117	Clopper Road; 500 feet north of MD 124 to 875 feet south; resurface	149	Completed
3	MD 118	Germantown Road; Wisteria Drive to Aircraft Drive; resurface	215	Completed
4	MD 121	Clarksburg Road; 500 feet west of MD 355 to MD 355; resurface	84	Completed
5	MD 193	University Boulevard; at Merrimac Drive; resurface	41	Completed
6	MD 355	Rockville Pike; Nicholson Lane to Montrose Road; resurface	203	Completed
7	MD 355	Frederick Road; MD 121 to Bridge 15053 over Little Bennett Creek; resurface	520	Completed
8	MD 650	New Hampshire Avenue; MD 193 to I 495; resurface	585	Completed
		<u>C.H.A.R.T. Projects</u>		
9		Various locations in Montgomery County; advanced transportation management (Note: The cost shown represents SHA share of project cost.)	3,000	Completed
		<u>Environmental Preservation</u>		
10	MD 28	Norbeck Road; Bauer Road to MD 97; landscape	98	Completed
		<u>Sidewalks</u>		
11	MD 97	Georgia Avenue; Glenallan Avenue to Metro entrance in Glen Mount; retrofit sidewalks - 1,000 linear feet	15	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Year 2000 Completions (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
12	MD 107	Fisher Avenue; Tom Fox Avenue to Hersperger Lane in Poolesville; retrofit sidewalks - 870 linear feet	53	Completed
13	MD 187	Old Georgetown Road; at Huntington Parkway in Bethesda; retrofit sidewalks - 400 linear feet	15	Completed
14	MD 191	Bradley Lane; West Avenue to MD 185; retrofit sidewalks on north side	55	Completed
15	MD 193	University Boulevard; at Carroll Avenue in Takoma Park; retrofit sidewalks - 100 linear feet	2	Completed
16	MD 650	New Hampshire Avenue; Powder Mill Road to Lockwood Drive; retrofit sidewalks	145	Completed
<u>Fiscal Years 2001 and 2002</u>				
<u>Resurface/Rehabilitate</u>				
17	MD 124	Woodfield Road; North of Emory Grove Road to north of MD 115; resurface	818	FY 2001
18	MD 124	Woodfield Road; Woodfield Road to Sweepstakes Road; resurface	1,000	FY 2002
19	MD 185	Connecticut Avenue; MD 586 to MD 97; resurface	2,060	FY 2001
20	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	2,000	FY 2002
21	MD 396	Massachusetts Avenue; Oscela Road to the District of Columbia Line; resurface	2,500	FY 2002
22	MD 586	Veirs Mill Road; MD 185 to Kensington Boulevard; resurface	955	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
23	I 270	Eisenhower Memorial Highway; Bridge 15036 over MD 109 and Little Bennett Creek; bridge deck replacement/widening	4,196	Under construction
24	MD 390	16th Street; Bridge 15089 over CSX Transportation; bridge rehabilitation	3,224	Under construction
25	I 495	Capital Beltway; at Brunett Avenue, Sligo Creek Parkway, Northern Parkway and Georgia Avenue; bridge deck replacements (total replacement of Northern Parkway structure)	19,911	Under construction
<u>Safety/Spot Improvement</u>				
26	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2002
27	MD 108	Sandy Spring Road; at Sherwood Elementary School; geometric improvements	300	FY 2002
28	MD 410	East West Highway; at MD 390; reconstruct intersection	1,237	FY 2001
<u>Neighborhood Conservation</u>				
29	MD 117	West Diamond Avenue; MD 355 to Summitt Avenue in Gaithersburg; urban street reconstruct	1,325	FY 2002
30	MD 186	Brookville Road; MD 410 to Woodbine Street in Chevy Chase; streetscape and drainage improvements (Funded for preliminary concept studies only)	75	Concepts Underway
31	MD 192	Metropolitan Avenue; Plyers Mill Road to Kensington Parkway in Kensington; roadway reconstruction, sidewalks and landscaping	1,187	FY 2001
32	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Prince George's County)	115	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
33	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	1,500	FY 2002
34	MD 320	Piney Branch Road; Ritchie Avenue to MD 787; urban street reconstruct	2,373	Under construction
35	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct (Funded for preliminary engineering only. Construction is contingent upon County participation in pilot project for undergrounding of utilities.)	170	PE Underway
36	MD 547	Strathmore Avenue; (Phase 2) MD 355 to Kenilworth Avenue in Garrett Park; urban street reconstruct (Funded for preliminary concept studies only)	88	FY 2001
		<u>Streetscapes and Minor Reconstruction</u>		
37	MD 189	Great Falls Road; South of Monument Street to MD 28 in Rockville; urban street reconstruct (Construction is dependent upon completion of road transfer agreement.)	675	FY 2001
		<u>Noise Barriers</u>		
38	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,320	FY 2002
39	I 495	Capital Beltway; 1000 feet east of MD 185 to 350 feet east of MD 185; noise barrier along inner loop (Outdoor Nursery School)	424	FY 2002
40	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to north of MD 190 (River Road); noise barrier (Burning Tree Estates and Seven Locks Manor)	4,800	FY 2002
41	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to 2,700 feet east of Greentree Road (Inner Loop) and Greentree Road to I 270 West Spur (Outer Loop); noise barriers (Longwood, Wolfe's Subdivision and Bradley Manor)	4,088	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
42	I 495	Capital Beltway; Connecticut Avenue to Georgia Avenue; noise barriers (Park View Estates and Forest Glen)	2,044	FY 2001
<u>C.H.A.R.T. Projects</u>				
43		Various locations in Montgomery County; advanced transportation management (Note: The cost shown represents SHA share of project cost.)	1,500	Under construction
44	I 270	Eisenhower Memorial Highway; I 495 to I 70 and I 495 from I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, roadway weather information systems and traffic detectors for advanced traffic management	1,400	Under construction
45	I 270	Eisenhower Memorial Highway; (Phase 2) - I 495 to I 70 and I 495 - I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, speed detectors and roadway weather information systems for advanced traffic management	868	Under construction
46	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Montgomery and Frederick Counties.)	2,100	Under construction
47	I495/I270	Capital Beltway/Eisenhower Memorial Highway; Closed Circuit Television Camera sites along I 495 and I 270; video surveillance system enhancement	397	Under construction
<u>Environmental Preservation</u>				
48		Various locations in Montgomery County; landscape	171	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

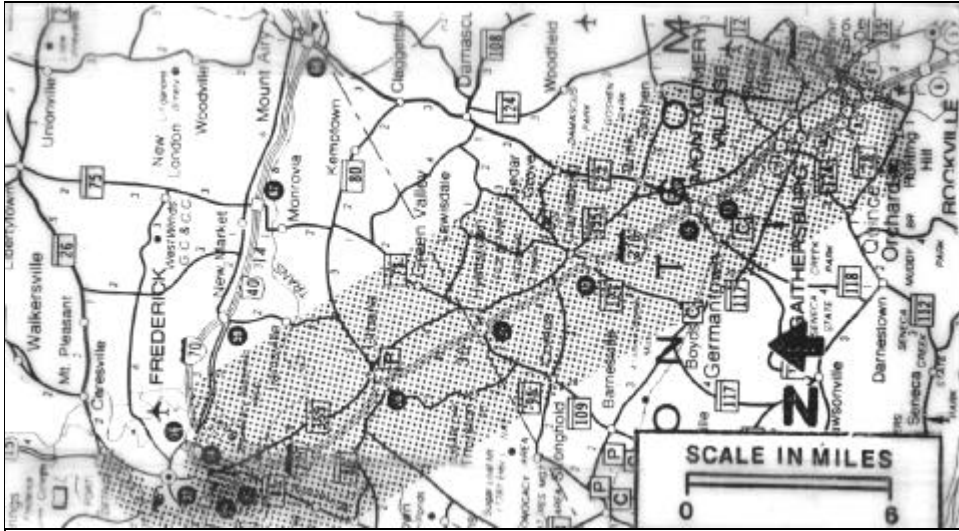
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Sidewalks</u>				
49	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks - 1,200 linear feet (Project is dependent upon contribution from County.) (Project is dependent upon right-of-way donation.)	19	FY 2001
50	MD 109	Beallsville Road; at Post Office in Barnesville; retrofit sidewalks - 800 linear feet (Project is dependent upon contribution from County.)	90	FY 2001
51	MD 117	Clopper Road; Firstfield Road to Longdraft Road in Gaithersburg; retrofit sidewalks - 1,500 linear feet	34	Completed
52	MD 185	Connecticut Avenue; Various locations in Kensington; retrofit sidewalks (Project is dependent upon contribution from County.)	15	FY 2001
53	MD 189	Falls Road; Wootton Parkway to Dunster Lane; retrofit sidewalks - 3,500 linear feet (Project is dependent upon contribution from county.)	200	FY 2001
54	MD 190	River Road; at MD 189 intersection; retrofit sidewalks - 2,600 linear feet (Project is dependent upon contribution from County.)	63	FY 2001
55	MD 547	Strathmore Avenue; Bridge at Stillwater Avenue; retrofit sidewalks - 100 linear feet (Project is dependent upon contribution from County.)	10	FY 2001
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
56		Rockville Millennium Trail - Phase I - Construction of a 2.5 mile multi-use trail along Wootton Parkway from Falls Road to Darnestown Road in the City of Rockville.	742	FY 2001
57		Rockville Millennium Trail - Phase II - Construct a trail along MD 28 from Gude Drive to MD 586 (Viers Mill Road).	736	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
58		Forest Glen Pedestrian Bridge - Construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I-495 (Capital Beltway).	2,878	FY 2002
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
59		Silver Spring B&O Station Rehabilitation - Rehabilitation of a 1945 B&O Train Station in Silver Spring to it's original appearance and return it to use as a MARC ticketing facility and future use as a service facility for the planned Metropolitan Branch Trail.	199	FY 2002
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
60		Rock Creek Watershed Restoration - Stream restoration along Turkey Branch, Stoney Creek, Sycamore Creek, and Joseph's Branch in the Rock Creek watershed.	2,029	FY 2002
		<u>Preservation of Abandoned Railway Corridors</u>		
61		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-270.	1,310	FY 2001
62		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-495.	640	Underway
		<u>Establishment of Transportation Museums</u>		
63		National Capital Trolley Museum Display Facility - Expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park.	250	FY 2002

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 16
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270 / US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-270/MD 124 Interchange (Montgomery County - Construction Program)
- I-70, I-270 Interchange (Construction Program)
- I-70, MD 85 & MD 355 Interchange (Construction Program)
- MTA Program, I-270 and US 15 Multi-Modal Study (D&E Program)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - D&E Program)
- I-270, Interchange at Watkins Mill Road (Montgomery County D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Federal-Aid	6,473	3,199	1,573	1,470	231	0	0	0	3,274	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

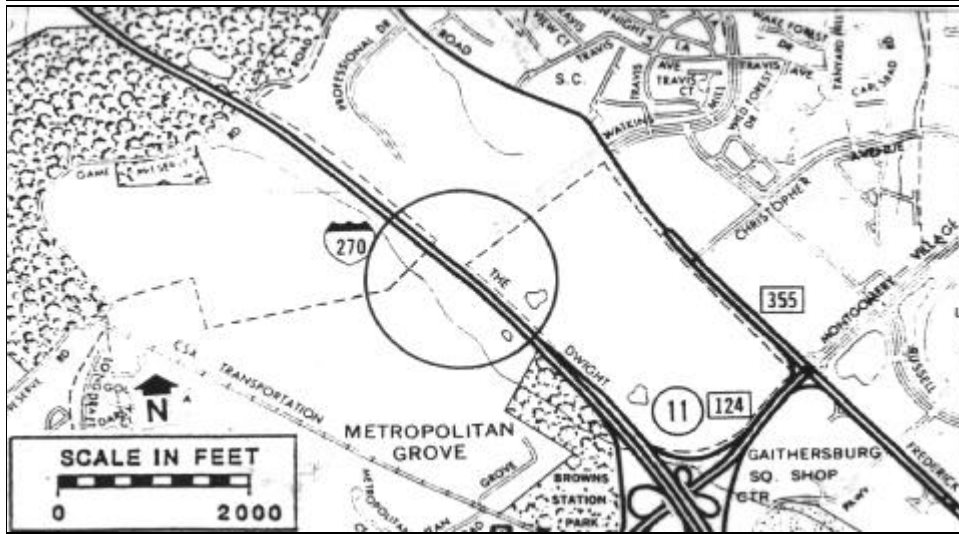
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,700 (US 15)
174,900 (I-270)

PROJECTED (2020) - 92,400 (US 15)
235,200 (I-270)

OPERATING COST IMPACT: N/A



PROJECT: I-270 / Watkins Mill Road Extended

DESCRIPTION: Study to construct a new interchange at Watkins Mill Road Extended.

JUSTIFICATION: This project would support economic development and relieve existing congestion at the I-270 / MD 124 interchange and the MD 355 / MD 124 intersection. It would provide direct access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-270, MD 124 Interchange (Construction Program)
 MD 355, MD 124 to Middlebrook Road (Construction Program)
 East/West Intersection Improvement Program (Construction Program)
 I-270 / US 15, Shady Grove Metro to north of Biggs Ford Road (D&E Program)
 East/West Link Improvements (D&E Program)

STATUS: Project planning underway. This project is a breakout from the I-270 / US 15 Multi-modal Corridor Study (Development and Evaluation Program - Line 16).

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	907	525	300	82	0	0	0	0	382	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	907	525	300	82	0	0	0	0	382	0
Federal-Aid	635	368	210	57	0	0	0	0	267	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

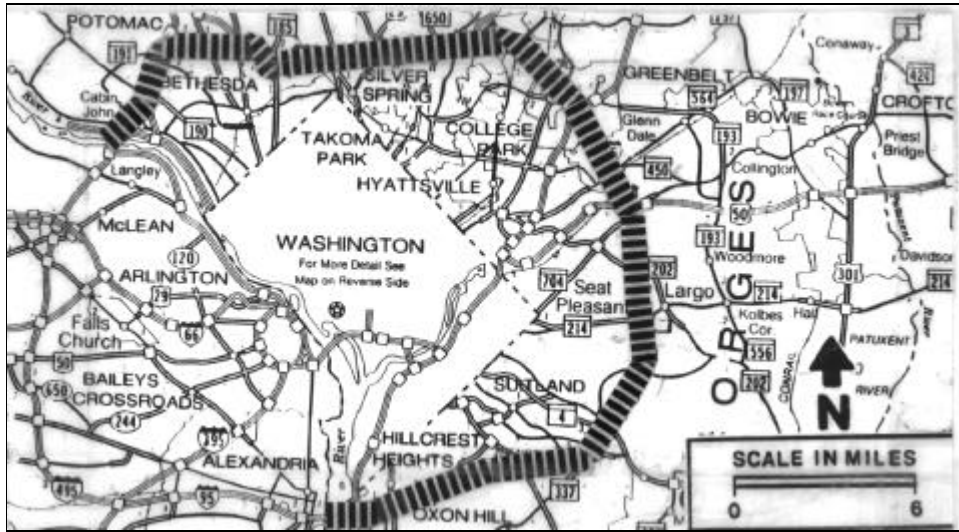
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 119,600

PROJECTED (2020) - 218,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 18
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495 / I-95, Corridor Transportation Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95 / I-495, Interchange at Ritchie Marlboro Road (P.G. County - Construction Program)
 I-95 / I-495, Woodrow Wilson Bridge (P.G. County - Construction Program)
 MD 4, MD 223 to I-95 / I-495 (P.G. County - D&E Program)
 MD 5, US 301 at T.B. to north of I-95 / I-495 (P.G. County - D&E Program)
 I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 I-95 / I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	6,225	2,946	1,200	1,579	500	0	0	0	3,279	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,225	2,946	1,200	1,579	500	0	0	0	3,279	0
Federal-Aid	4,357	2,062	840	1,105	350	0	0	0	2,295	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

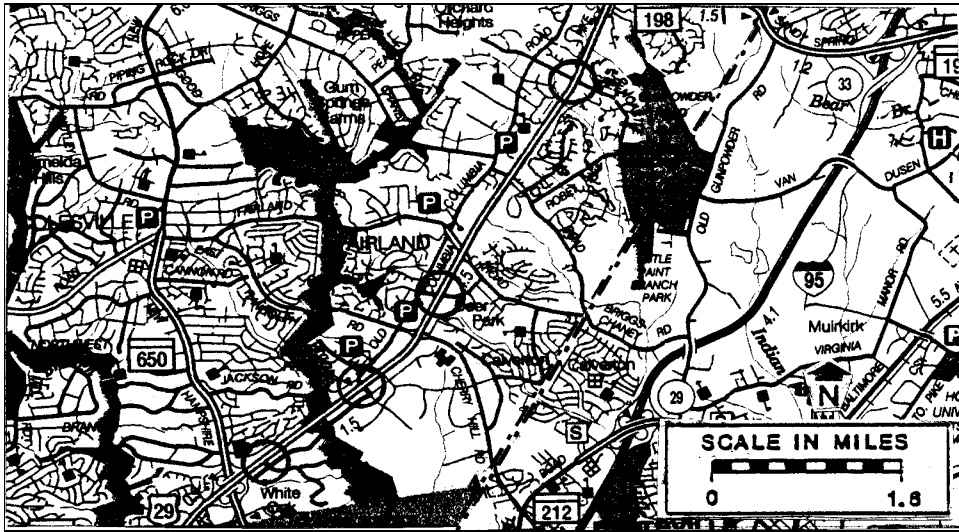
CURRENT (1999) - 230,300

PROJECTED (2020) - 300,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 19

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study to construct interchanges at Stewart Lane, Tech Road, Musgrove Road and Greencastle Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvements (D&E Program)
 US 29, Interchanges (Construction Program)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$5.7 million is based on more detailed right-of-way estimates. Engineering was advanced from FY01 to FY00 because of early design consultant approval.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	1470	1890	630	0	STP
RW	0	0	0	5237	5365	STP
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	2,488	2,488	0	0	0	0	0	0	0	0
Engineering	7,463	763	1,000	2,100	2,700	900	0	0	6,700	0
Right-of-way	13,782	191	0	0	0	6,714	6,877	0	13,591	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,733	3,442	1,000	2,100	2,700	7,614	6,877	0	20,291	0
Federal-Aid	15,399	108	700	1,470	1,890	5,867	5,364	0	15,291	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

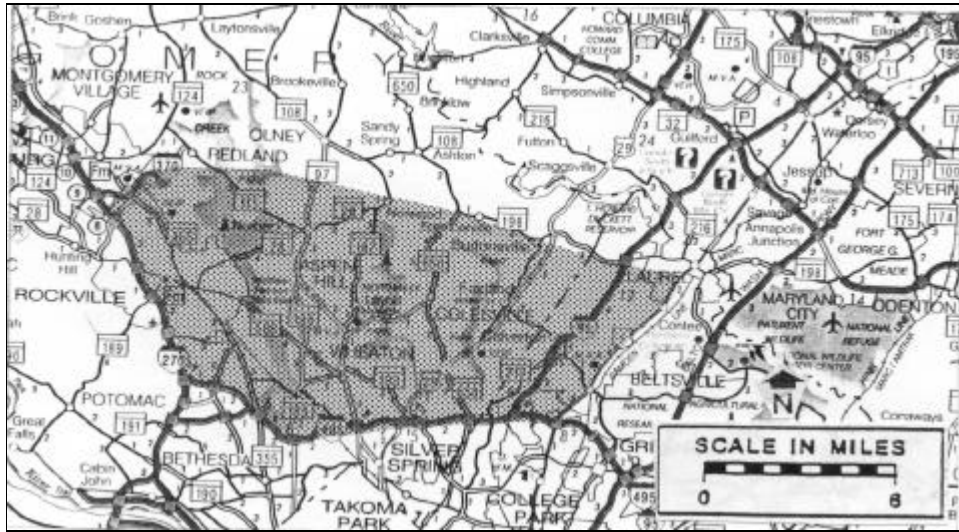
CURRENT (1999) - 58,050

PROJECTED (2020) - 108,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 MD 115, MD 28 to MD 124 (Construction Program)
 I-95/Contee Road Interchange (Prince George's County - D&E Program)
 MD 201 Extended / US 1, I-95/I-495 to Contee Road (P.G. County - D&E Program)
 US 29 Interchanges (Construction and D&E Programs)
 MD 28/ MD 198, MD97 to I-95 (D&E Program)

STATUS: Project Planning to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: This project was delayed from FY02 to FY03 awaiting the outcome of County studies.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	746	746	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Federal-Aid	1,492	0	0	0	746	746	0	0	1,492	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

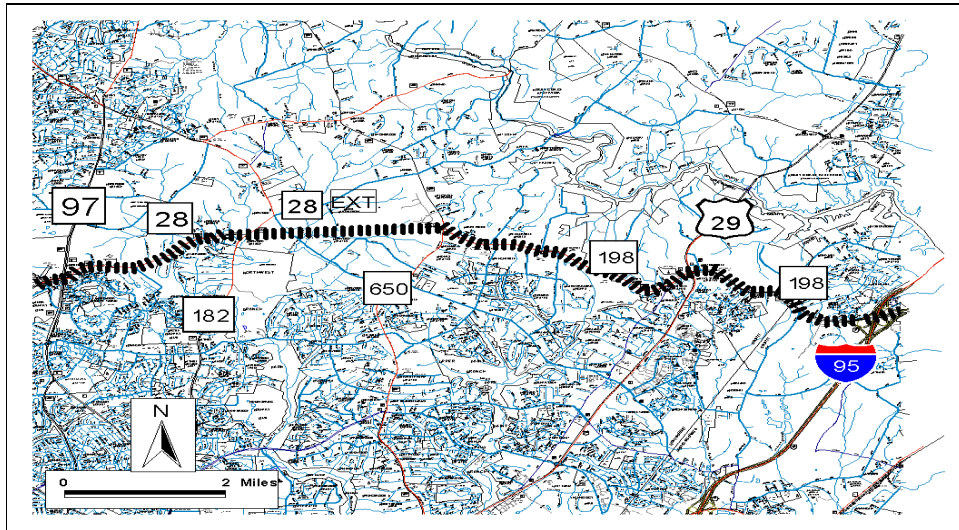
CURRENT (1999) - N/A

PROJECTED (2020) - 60,000 - 80,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 21

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road) / MD 198 (Spencerville Road)

DESCRIPTION: Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project would accommodate travel in a safe and efficient manner along the MD 28 / MD 198 Corridor between MD 97 and the US 29 / I-95 Corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Link Improvements (D&E Program)
 East-West Intersection Improvement Program (Construction Program)
 I-95 / Contee Road Interchange (D&E Program)
 MD 201 Extended / US 1, I-95/I-495 to Contee Road (D&E Program)
 US 29 Interchanges (Montgomery County - D&E and Construction Programs)
 MD 97 / Interchange at MD 28 (D&E)

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	1,500	0	300	500	500	200	0	0	0	1,500	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	300	500	500	200	0	0	0	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

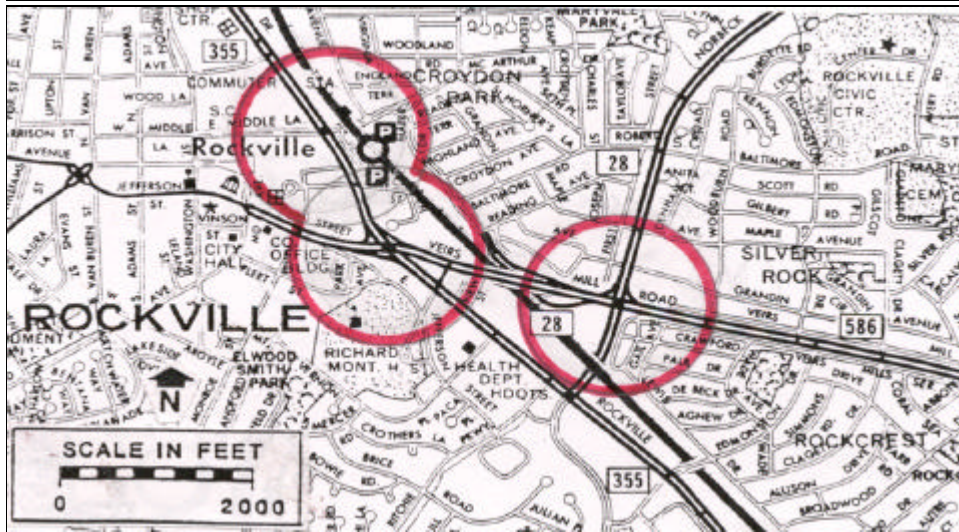
CURRENT (1999) - 17,000 (MD28)
35,500 (MD198)

PROJECTED (2020) - 33,500 (MD 28)
46,000 (MD 198)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 22

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange improvements at MD 355 / Middle Lane, MD 355 / MD 28 and MD 28 / MD 586 / MD 911. Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: This project will relieve congestion at the existing intersections and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	BALANCE TO COMPLETE
Planning	1,500	259	720	521	0	0	0	0	1,241
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,500	259	720	521	0	0	0	0	1,241
Federal-Aid	1,050	181	504	365	0	0	0	0	869

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

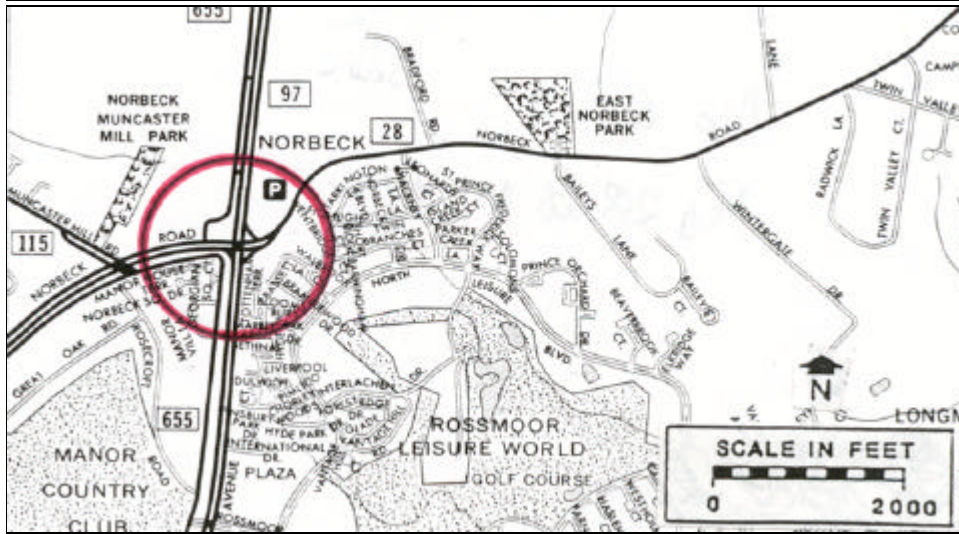
CURRENT (1999) - 56,750

PROJECTED (2020) - 95,950

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 23

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at MD 28 / Norbeck Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 115, MD 28 to MD 124 (Construction Program)
 East / West Intersection Improvement Program (Construction Program)
 East / West Link Improvements (D&E Program)
 MD 28 / MD 198, MD 97 to I-95 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	821	970	970	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	750	84	440	226	0	0	0	0	666	0	
Engineering	3,945	0	0	0	1,173	1,386	1,386	0	3,945	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,695	84	440	226	1,173	1,386	1,386	0	4,611	0	
Federal-Aid	3,286	59	308	158	821	970	970	0	3,227	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

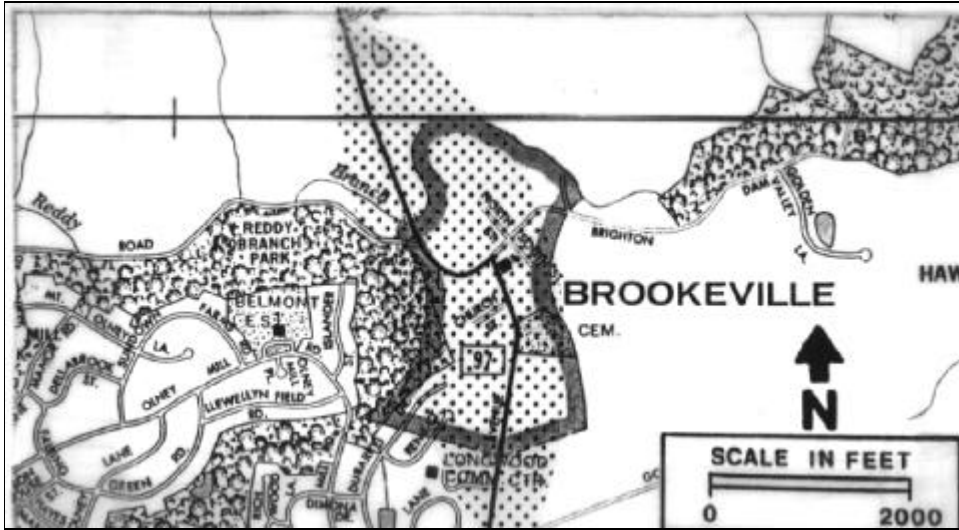
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 38,300

PROJECTED (2020) - 67,500

OPERATING COST IMPACT: N/A



PROJECT: MD 97 (Brookeville Bypass)

DESCRIPTION: Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bordly Drive (P-23), MD 97 to Brighton Dam Road (Montgomery County)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,274	749	325	200	0	0	0	0	525	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,274	749	325	200	0	0	0	0	525	0
Federal-Aid	892	524	228	140	0	0	0	0	368	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

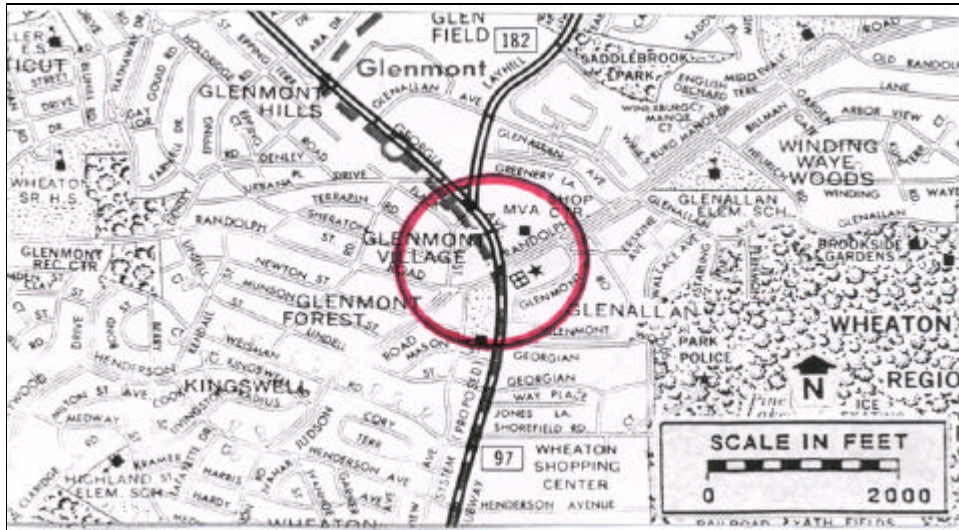
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 15,900

PROJECTED (2020) - 27,600

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at Randolph Road. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/ West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	610	721	721	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$1.1 million is based on a more detailed engineers estimate and lower inflation rates.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	769	177	400	192	0	0	0	0	592	0
Engineering	2,932	0	0	0	872	1,030	1,030	0	2,932	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,701	177	400	192	872	1,030	1,030	0	3,524	0
Federal-Aid	2,590	124	280	134	610	721	721	0	2,466	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

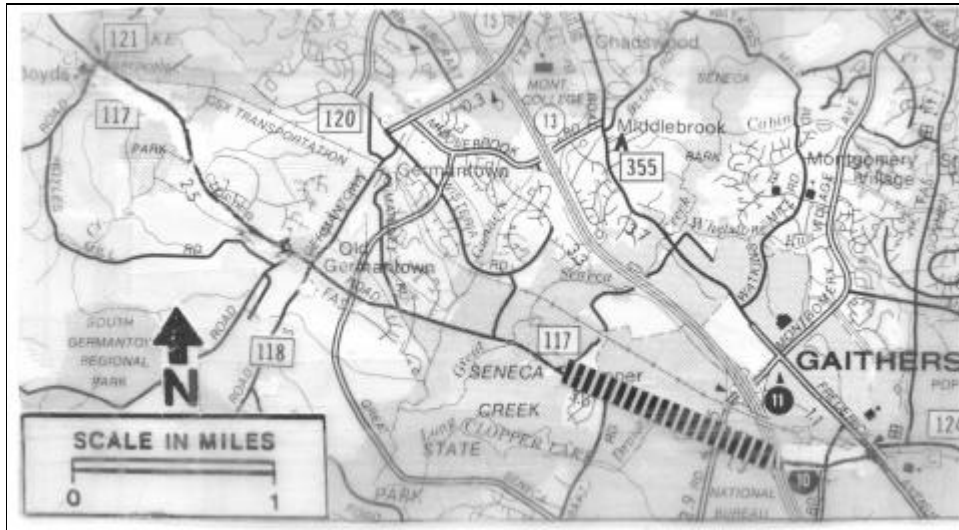
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1998) - 47,175

PROJECTED (2020) - 89,250

OPERATING COST IMPACT: N/A



PROJECT: MD 117, Clopper Road

DESCRIPTION: Study intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 117, MD 118 to Great Seneca Highway (Construction by developers)
 I-270, MD 117 to Muddy Branch Road (Construction Program)
 I-270, Interchange at Watkins Mill Road (D&E Program)
 CRS Intersection at MD 117 / MD124 (Construction Program)

STATUS: Project Planning underway. Final Engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added Final Engineering funding. The segment from I-270 to Metropolitan Grove is included in the MD 117 / MD 124 intersection improvement.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	682	582	100	0	0	0	0	0	100	0
Engineering	2,376	0	0	413	775	775	413	0	2,376	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,058	582	100	413	775	775	413	0	2,476	0
Federal-Aid	477	407	70	0	0	0	0	0	70	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

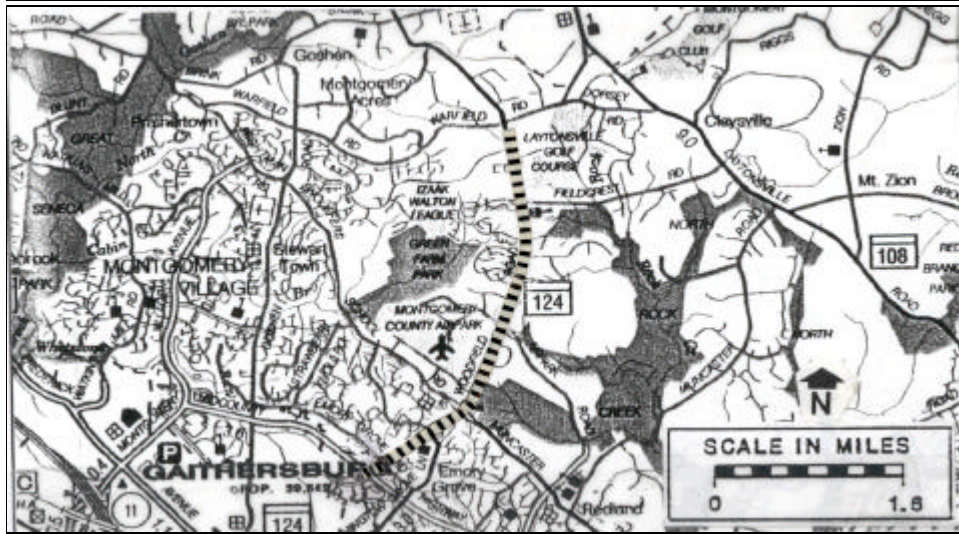
CURRENT (1999) - 46,000

PROJECTED (2020) - 77,100

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 27

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Study to reconstruct MD 124 from Midcounty Highway to Warfield Road (3.46 miles). Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
East / West Link Improvement (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added Final Engineering funding.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	BALANCE TO COMPLETE
Planning	1,000	742	258	0	0	0	0	0	258
Engineering	6,198	0	0	1,033	2,066	2,066	1,033	0	6,198
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	7,198	742	258	1,033	2,066	2,066	1,033	0	6,456
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 29,000

PROJECTED (2020) - 50,950

OPERATING COST IMPACT: N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Study to construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road / Montrose Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the MD 355 / Randolph / Montrose Roads intersection and at the CSX railroad crossing.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
 East / West Link Improvement (D&E Program)
 Montrose Parkway (Montgomery County Project)
 Nebel Street (Montgomery County Project)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$1.6 million is based on a more detailed engineers estimate.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	1298	1306	1298	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,378	543	610	225	0	0	0	0	835	0
Engineering	5,576	0	0	0	1,855	1,866	1,855	0	5,576	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,954	543	610	225	1,855	1,866	1,855	0	6,411	0
Federal-Aid	3,902	0	0	0	1,298	1,306	1,298	0	3,902	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 77,000

PROJECTED (2020) - 94,650

OPERATING COST IMPACT: N/A